

Why Oklahoma Should Vote Bonds

Argument in Favor of Proposed \$50,000,000 Road Bond Amendment, Prepared in the Form of Question & Answers by the Highway Committee of the Tulsa Chamber of Commerce.

Question 1.—For what purpose is the \$50,000,000 road bond issue to be used?

Answer 1.—For the purpose of constructing a system of hard-surfaced highways.

Q. 2.—Who is to spend the money?

A. 2.—This question is briefly and concisely answered by the following section of the proposed constitutional amendment upon which we are voting:

"There is hereby created a commission to be known as the state road commission, to be composed of members as follows: The governor of the state shall be a member and ex-officio chairman thereof, the other four members shall be appointed by the governor, had confirmed by the senate when first in session after the appointment is made, two of whom shall be Democrats and two Republicans. No person shall be eligible for appointment to said commission who has not been a bona fide resident of the state of Oklahoma for at least two years, who is not engaged in business in the state and who is not widely known as a successful business or professional man of the highest character and integrity."

Q. 3.—When is the special election to be held?

A. 3.—Tuesday, May 6, 1919.

Q. 4.—What kind of roads are to be built?

A. 4.—On this subject, the bill provides:

"It is the purpose and intent of this amendment to require the construction of permanent, durable, hard-surfaced roads along the routes herein designated, having in view the location of the roads with reference to foundation conditions and the presence of local materials which may be advantageously used in some part of the construction, together with the heavy traffic requirements of the section of road in question, and to provide that no hard-surfaced road shall be built that does not furnish sound reason for believing that it will withstand the reasonably expected traffic demands for a period of five years with no more than 10 per cent total depreciation."

Q. 5.—Where are the roads to be built?

A. 5.—The bill provides for a complete state system to be constructed in accordance with a map prepared by the members of the commission, assisted by the road organizations throughout the state, which is so fair and equitable in the distribution of mileage that upon final vote at the legislature, it was only opposed by one vote in the house of representatives, and one vote in the state senate. There were two votes against the proposed amendment in the senate, but only one of these, Senator Thompson, voted against it on account of road location, the other deciding vote being cast by Senator Thomas, not on account of road location, but because he objected to other features of the bill.

Q. 6.—Where are the roads to be built and the money spent?

A. 6.—The answer is plainly written in the bill. It says:

"Provided, that the provisions hereof become fully operative, the said commission shall cause such preliminary surveys to be made and such preliminary work to be done as may be necessary or proper for the expenditures starting of the construction work herein contemplated."

* * * For construction purposes, said commission shall divide the state into at least 10 convenient sections having as nearly as practicable the same number of miles of road to be constructed, and the construction of said roads shall as far as practicable be commenced in said sections at approximately the same time, and shall be carried on as nearly as possible continuously until the entire system shall have been

completed, extending the construction selected to the work. The total cost of construction and interest on the bonds issued therefor is a fair and reasonable estimate of the annual expenditures and cost of this proposed amendment. It is estimated as a matter of course that in actual practice there might be slight variance from this table, but in event there is such a variance it will be slight as to be immaterial in general results."

A. 7.—How will the roads be paid for?

A. 7.—This is a question that no man can answer in exact detail. As a matter of course they will be paid for just as rapidly as the roads can be built, and in accordance with the best business judgment of the com-

mission selected to do the work. The first road constructed will not be accepted by the federal authorities

until the completed road is less than half the life of the bonds.

Q. 8.—Can we afford to spend \$50,000,000 on our roads?

A. 8.—With this money we wisely and judiciously spent,

A. 9.—Is there now available to the state government practically as condition that such appropriation with a large amount, which of course will be promptly done of the bonds are void. Thus our first \$5,000,000 in bonds will give us \$125,000,000 in bonds, and in addition to the money it will also guarantee govern-

ment supervision of the expendi-

ture of the entire \$125,000,000.

This is a great improvement of the government in aliting fed-

eral aid for roads. With a com-

munity of the character principle

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tional safeguards of federal super-

vision, practically every danger of

mistake is eliminated. The United

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stage in road construction and

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supervision both states and coun-

ties can enter upon the most exten-

sive programs of highway construc-

tion with a practical certainty of

safety and success. This federal

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not only for the state as a whole,

but of each separate and individual

county therein.

VOTE YES MAY 6.

Respectfully submitted,

CYRUS S. AVERY,

Farmer and Oil Producer,

M. C. HALE,

President Hale Hardware Co.

EUGENE LORTON,

Editor Tulsa World.

I. E. ABBOTT,

Halliburton-Abbott Oil Goods Co.

O. H. LEONARD,

Vice President Exchange Natl. Bank.

JAMES B. BRAGASSA,

Hughes Stone Co.

J. M. BERRY,

Vice President Central Natl. Bank.

E. BEE GUTHREY,

Highway Commissioner, Chamber of

Commerce.

Highway Committee of the Tulsa

Chamber of Commerce.

SAYS COMMUNISM LOGICAL RESULT OF ALLIED POLICY

By The Associated Press
VIENNA, Friday, May 3.—Communism is the logical result of the policy of the Allies in Hungary and also perhaps it is the only economic salvation left under present conditions, yet the allies are astonished that we have gone Bolshevik."

This statement was made in its correspondents by a few days ago Count Michael Karolyi, who was a leader in a republic in Hungary, October.

The man who a few months ago was rated a millionaire, with thousands of acres of land, admitting at present he was writing a book in English on Hungary's communistic experiment in the hope of earning sufficient money to stave off hunger.

BODY OF DUFOUR RETURNED

LAJEDO, Tex., May 3.—The body of Edward L. Dufour, the American copper mine manager who was waylaid and killed by Mexican bandits April 15 near Tepic, Puebla, Mexico, was brought across the border here today and buried in New York for interment. It is believed that the man met his death at the hands of the Potosi Mining company, a New York concern of which Mr. Quigley is general manager.

the total 25 years of the bond period, the present \$1,000,000 per year now being used out of the gross production tax for roads, supplemented by two-thirds of the motor vehicle tax. Will not pay the full annual payment, including interest, and leave a handsome surplus for maintenance of other road work.

Q. 10.—Can we afford to spend \$50,000,000 on our roads?

A. 10.—The roads, including interest on the bonds will be more than the cost of the roads and from farm to town, all more than equal the cost of the roads in the period of ten years. Yes, the farmer only increase land values in the state on an average of \$2 per acre, the increase would amount to \$53,625,000 or \$15,822,500 more than the cost of the road system.

This increase in value would come as soon as the roads are built, and we have 20 years in which to pay the bill.

Yes, we can afford it. The land owners alone can afford it.

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We have 200,000 motor vehicles in Oklahoma. If we place their average value as low as \$500 each they have an aggregate value of \$100,000,000.

If this system of 4,700 miles of hard roads saves them only as much as 10 per cent in wear and repair, then they could pay for the entire system.

We believe in Oklahoma and have confidence in the sound judgment and progressive citizenship of this state, ad we are appealing to them for the support of this constitutional amendment because we believe its adoption is in the best interests

of the state.

Q. 12.—What kind of roads are to be built?

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* * * For construction purposes, said commission shall divide the state into at least 10 convenient sections having as nearly as practicable the same number of miles of road to be constructed, and the construction of said roads shall as far as practicable be commenced in said sections at approximately the same time, and shall be carried on as nearly as possible continuously until the entire system shall have been

completed, extending the construction selected to the work. The first road constructed will not be accepted by the federal authorities

until the completed road is less than half the life of the bonds.

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